

## SHIPWRECK AND DEATH.

The North German Steamship Deutschland Wrecked.

A TERRIBLE DISASTER IN THE NORTH SEA.

Over Fifty Persons Lost When Voyaging from Bremen for New York.

Ashore on the Galloper Sands in the Midst of a Severe Storm.

DRIFTING ON THE KENTISH KNOCK

Death in the Cabin and Death in the Escaping Boats.

FULL DETAILS OF THE AWFUL CALAMITY

The Quartermaster's Special Narrative to the Herald.

Signals of Distress, but Effectual Aid Impossible.

Sad Scenes Off the Coast at Harwich.

A CHILD EXPIRES IN AN OPEN BOAT.

Names of Some of the Lost—Five Nuns Drowned.

The Rescued Nearing the English Shore—A Welcome Sight.

[SPECIAL DISPATCH TO THE HERALD BY CABLE.]

LONDON, Dec 7, 1875.

The HERALD correspondent at Sheerness reports as follows:—A boat came ashore here to-day from the German mail steamship Deutschland, bearing Quartermaster August Beck of that vessel and the bodies of two dead men.

SEVERE SUFFERING AFTER A SAD DISASTER. They had been in the boat during a space of thirty-eight hours.

THE QUARTERMASTER'S REPORT.

Quartermaster Beck reports that the Deutschland was aground somewhere in the North Sea.

HER DAY OF SAILING.

She left Bremerhaven Roads on the 4th inst., under command of Captain Brückstein, with mails and passengers for New York.

WHAT HE KNOWS OF THE DISASTER.

A later telegram from Sheerness to the HERALD, dated half-past two o'clock in the afternoon, reports that Quartermaster August Beck knows not what has become of the passengers of the Deutschland. He says that the steamship struck a sandbank, supposed to be either the Galloper or Kentish Knock Sands, at the entrance to the river Thames.

THE FIRST BOAT AWAY.

One of the ship's boats left the distressed vessel before the one which bore away the quartermaster and his unfortunate companions.

ONE HUNDRED AND FIFTY VICTIMS. The quartermaster thinks that there were one hundred and fifty passengers on board and that all of them are lost.

ADMIRALTY EFFORT FOR RELIEF.

The English Admiralty, on learning of the occurrence of the disaster, despatched a tug from Sheerness dockyard, with orders to search in the neighborhood of the scene of the wreck and afford any assistance which could be rendered under the circumstances.

SOME OF THE SURVIVORS LANDED.

The Captain of the Deutschland, with a portion of the passengers and some of the crew, have been landed at Harwich by the tugboat Liverpool, of Harwich.

THE LOSS OF LIFE.

About fifty of the passengers and the remainder of the crew are supposed to have been drowned.

POSITION OF THE WRECK.

The Deutschland is said to be on the Long Sands.

SALVORS OUT.

A tugboat has gone out to the steamship, also a Ramage tugboat and a lifeboat.

LATE PARTICULARS.

I have ascertained from different sources that the Deutschland left Bremerhaven Roads at the hour of nine o'clock last Sunday morning, the 5th inst., and grounded on the Kentish Knock at the hour of five o'clock next (Monday) morning, the 6th inst.

STATE OF THE WEATHER.

A heavy gale from the northeast, thick with snow, has beaten over Kentish Knock.

PARTED AMIDSHIPS.

The unfortunate vessel now lies in four and one-half fathoms, at low water. She has apparently parted amidships.

FULL OF WATER.

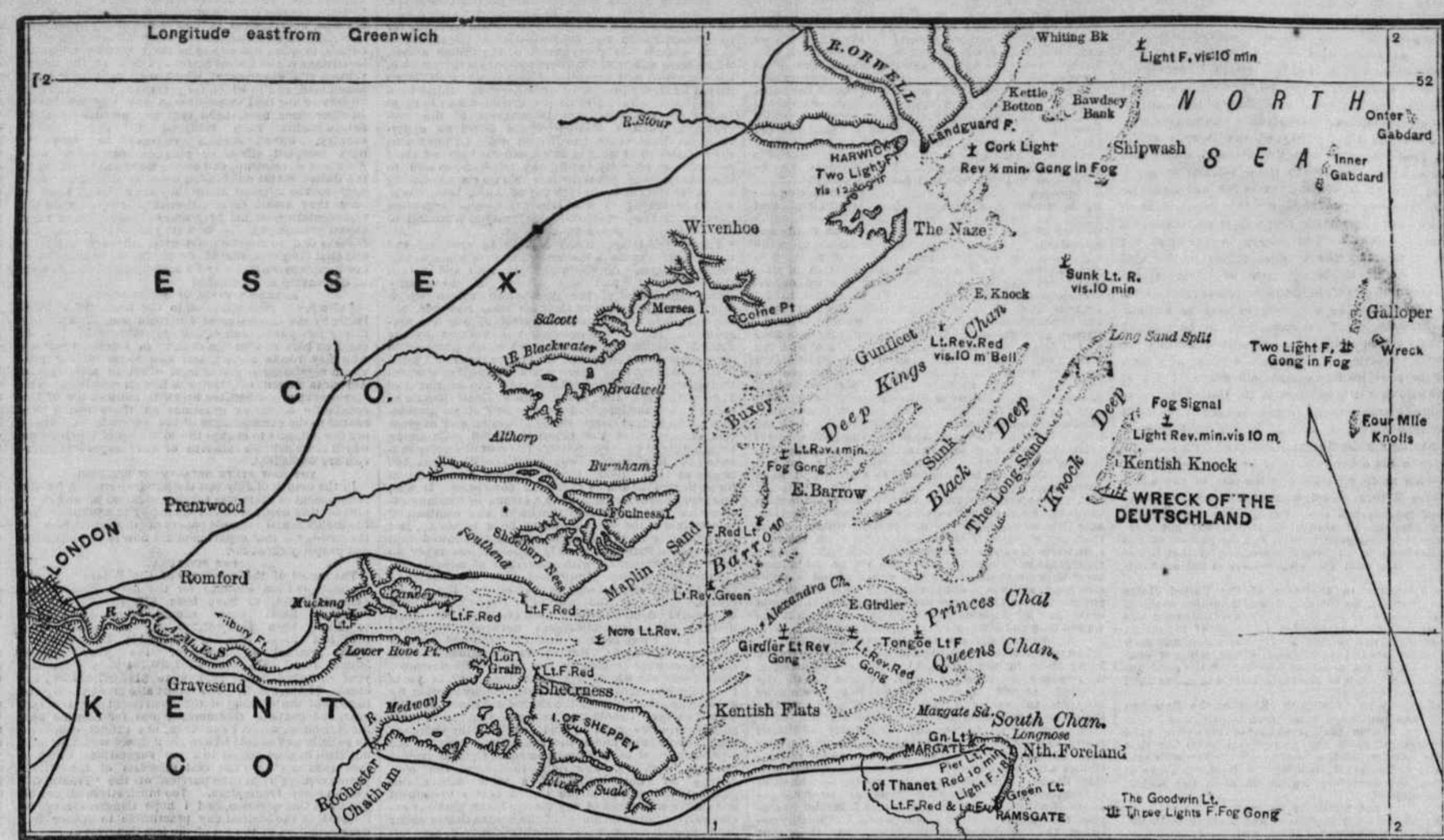
When Captain Brückstein left the steamer she was full of water.

A HERALD VISIT TO THE QUARTERMASTER.

The HERALD correspondent at Sheerness telegraphs, at a later hour, as follows:—Your correspondent has seen Quartermaster

## THE DEUTSCHLAND DISASTER.

Map Showing the Scene of the Wreck of the German Mail Steamer on Her Voyage to New York.



August Beck, of the Deutschland. He lies at the naval barracks hospital at this place. He is greatly exhausted. He says that his boat was the second which was lowered from the steamer, and that it contained himself, one steerage passenger, and one sailor.

GREAT EXHAUSTION.

The Quartermaster is too weak after his recent suffering to give a complete narrative of the disastrous calamity.

NAMES OF SOME OF THE VICTIMS.

A HERALD special telegram from Harwich states that the passengers of the Deutschland who are reported missing, so far, are:—

FIRST CABIN.

J. Grossmann.

Ludwig Heermann.

Maria Forster.

Bertha Fündlin.

William Leich.

Carl Dietrich Meyer.

Five nuns.

SECOND CABIN.

Procopi Kadolkoff.

Trocope.

G. Lundgren.

Anna Pitzolday.

Emil Hack.

Henric Farslander.

Borbleda Reenkober.

O. Lindgreen.

Lloyd's agent at Sheerness telegraphs that one of the persons who arrived in the boat and who died from exposure was named

Forsenstein and the other's name is unknown.

MAIL BAGS LANDED.

Twenty-five bags of mail matter have been landed from the wreck of the Deutschland.

SIGNALING HER DANGER.

Another telegram from Harwich, for the HERALD, announces that the Deutschland fired rockets at intervals all day on Monday, and during the night until Tuesday morning, but although her signals of distress were seen at Harwich it was impracticable to send assistance to her till the gale moderated.

PASSENGERS AND OFFICERS LANDED.

At the hour of four o'clock this morning the tugboat Liverpool brought in from the wreck fifty-one persons, including all the officers except the fourth one.

A DEAD CHILD.

One child died on board the tug during the transit to the shore.

FIFTY-FOUR PERSONS MISSING.

The number of dead bodies in the steamer's cabin was fifty. The others are probably those who were in the boats. This is the aggregate of the whole missing thus far.

SAVED.

About fifty-four persons are known to have been saved.

QUARTERMASTER BECK'S ANTE-MORTEM STATEMENT.

A despatch just at hand from the HERALD correspondent at Sheerness, says that Quartermaster Beck is, apparently, dying. His face and body present a swollen and blackened appearance, indicating frostbite.

HIS NARRATIVE.

has been given with great difficulty, owing to the fact that his mind is suffering greatly from the terrible ordeal which he has just experienced, and he, consequently, does not readily grasp the questions which are put to him.

He says that his boat was attached to the ship by a rope, but the rope broke, the boat falling to leeward. He had no oars. It was, therefore, impossible to return to the steamer. He then rigged out a sail and drove before the wind all day and the following night.

TWO DEATHS IN THE BOAT.

A steerage passenger, named Forsenstein,

who accompanied him, being lightly clad and without shoes or stockings, soon died, and a seaman expired shortly afterward.

SIGHTING THE LAND.

At five o'clock this morning the quartermaster, from his boat, perceived an artilleryman on duty at Sheerness Fort.

CAPTAIN BRÜCKSTEIN'S STATEMENT.

By a still later telegram from Harwich, for the HERALD, I am informed that the Captain of the Deutschland says that his signals of distress were answered from the light vessels and the Coast Guard station at Harwich during Monday evening, but that owing to the prevalence of the gale it was impossible for the officers or the people on shore to assist the vessel.

A LIFEBOAT WANTING.

There was no lifeboat at the station, and none else could live in the rough sea.

THE SCENE AT THE WRECK.

The scene which was witnessed at the wreck on the arrival of the relief tugboat defies description. Strong men, women and children were clinging to the rigging. Many of their companions had been just washed away, and some of the survivors were in their last struggles with death.

IN THE CABIN.

In the cabin were seen the corpses of ladies and children, dressed just as they were when they retired for the night.

HOW MANY WERE SAVED.

One hundred and forty persons were taken off by the tug. They had a very scant supply of clothing.

OFFICIAL GERMAN AID.

On the arrival of the survivors at Harwich the German Consul, Oliver John Williams, attended to their immediate wants and provided them with food, clothing and lodgings. They were exceedingly grateful for the enjoyment of rest and refreshments, after having been for hours exposed to the most severe frost which has been experienced during the present winter.

CLASSIFICATION OF THE PERSONS ON BOARD.

According to Lloyd's the Deutschland had on board two first cabin passengers, twenty-four in the second cabin, ninety-seven in the steerage and a crew which mustered seventy-five persons.

Others say the numbers are larger than those given by Lloyd's.

THE MAIL MASTER LOST.

The mail master of the vessel has been drowned.

NAMES OF PASSENGERS SAVED—THE FIVE NUNS.

LONDON, Dec. 7—Night.

The following is a list of the passengers who have been landed at Harwich from the wreck of the Deutschland, viz:—

Wilhelm Leich.

Carl Dietrichs.

Herr Meyer, first cabin.

Theodore Tildman.

Helen Schew.

J. F. Sater.

Hermann Nathan.

Franz Haum.

Auguste Haum.

Eduard Slaam.

Ella Slaam.

Alfred Wullig.

Adolph Hermann.

Anna Pitzolday.

Theodore Fandling.

MISSING.

The following persons from the first cabin are missing and supposed to have been lost,

viz:—

Barbara Helkenschmidt.

Henrica Tassbauber.

Norbela Keenkober.

Aurea Radjuera.

Prizilla Dambard.

The five ladies last named were nuns. They are still missing.

THE STEERAGE PASSENGERS.

The names of the steerage passengers cannot yet be obtained.

LLOYD'S REPORT FROM HARWICH.

LONDON, Dec. 7, 1875.

The following is a *verbatim* copy of Lloyd's telegram from Harwich in regard to the Deutschland:—

"The steamer Deutschland, from Bremen for New York, with emigrants, stranded on Kentish Knock at five o'clock on Monday morning during a heavy northeast gale. The weather was thick with snow. The crew and passengers were drowned.

"The Deutschland has beaten over the Kentish Knock and is now in four and a half fathoms low water. She has apparently parted amidships. When Captain Brückstein left the steamer she was full of water, which was rising and falling with the tide. Assistance has been sent to the Deutschland."

THE CAPTAIN LANDED—THE WRECK DRIFTING TOWARD SHORE.

LONDON, Dec. 7—3:30 P. M.

Captain Brückstein and part of the passengers and crew of the steamship Deutschland have just landed at Harwich.

It is still supposed that about fifty of the passengers and crew were drowned.

THE POSITION OF THE WRECK CHANGED.

The Deutschland is now on the Long Sands, still further toward the Essex shore of England than the Kentish Knock. Two tugs and a lifeboat have proceeded to the scene of the disaster.

WHAT THE AGENTS OF LLOYD'S IN LONDON SAY.

LONDON, Dec. 7—Night.

The agents of the North German Lloyd's Steamship Company state that the steamer Deutschland had two first cabin, twenty-four second class and ninety-seven steerage passengers.

A BRITISH NAVAL OFFICER'S REPORT.

The commander of the British man-of-war Penelope telegraphs from Harwich to the Admiralty that fifty lives have been lost. The remainder of the passengers and crew have landed at Harwich, where they are under the care of the German Consul.

ADDITIONAL PARTICULARS.

The Quartermaster of the steamer, in his statement, says that the name of the Captain of the Deutschland was Busius. The steamer left Bremen on Sunday morning and struck the Knock on Sunday evening. Every effort was made to get her off, but in vain. The sea washed over the ship, carrying away much of her gear.

The Captain kept very cool. Immediately after the ship struck he ordered life-belts to be distributed among the passengers and crew. The next morning, as it was thought the ship was about to break up, the order was given to lower the boats. August and two seamen were detailed to man one of the boats, which capsized twice in lowering.

When she righted they drifted away from the steamer.

They tried to pull back, but could not.

A heavy snow storm prevailed, and the weather was piercing cold. His two companions perished from the exposure.

August says the crew numbered 130.

When he last saw the steamer endeavors were being made to launch all the boats.

THE LATEST NEWS FROM THE WRECK.

LONDON, Dec. 8—3:30 A. M.

The *Advertiser* reports that the total number of persons rescued from the Deutschland is 160. Twenty-five mail bags were saved.

THE NEWS IN THIS CITY.

The cable yesterday flashed across the Atlantic the news of the loss of another ocean steamer on the voyage from Europe hither, the disaster to the ship being attended with great loss of life. The lost vessel is the Deutschland, belonging to the North German Lloyd Steamship Company, whose agents in this city are Messrs. Oelrichs & Co., No. 2 Bowling Green. The first intimation of the disaster received at the New York agency, came to those in charge through the press despatches. From these it was learned that a boat containing one living man and the bodies of two who had died from exposure had drifted ashore at Sheerness, on the coast of Kent, England, near the mouth of the river Thames. It may be observed that the North Sea in this neighborhood is peculiarly turbulent and dangerous and, in consequence, the report of the wreck was immediately believed to be true.

Promptly on receipt of the news, Messrs. Oelrichs & Co. telegraphed to the agents of the company at Southampton and also to the company's offices at Bremen; to the former place for any particulars which could be gleaned about the disaster, and to the latter for the list of the steamer's passengers. To these despatches no answers were expected for some two hours. Meanwhile speculation was rife as to the place and manner in which the ship was lost. It was believed then that she was ashore at Kentish Knock, and it was remembered that, about the time she must have struck, a dense fog had prevailed in and about London. A few callers came to the office, but no one claimed to be at all certain of having any friends on board the Deutschland. They only came expecting, possibly, to be able to see the list of her passengers. A few remained anxiously watching the arrival of information received by Messrs. Oelrichs was a despatch from Southampton, which ran thus:—"Deutschland ashore, Long Sands. Fifty of the passengers and crew reported drowned. Part of the passengers and crew landed at Harwich Tuesday afternoon. Further particulars wanting."

After the receipt of this despatch, about quarter-past two o'clock P. M., it was concluded that no list of passengers would be received yesterday. Later in the afternoon, however, another brief message came, bringing information not previously ascertained. This was the message:—

"Deutschland abandoned. One hundred and ten passengers ago by Messrs. Oelrichs was a passenger list to-morrow. By this account it was seen that the loss of life, though still at a dreadfully high figure, is much less than was at first feared."

THE LOST VESSEL.

The lost steamer Deutschland was built by Messrs. Caird & Co., of Greenock, on the Clyde, in 1866. She was about 340 feet long, 42 feet in breadth of beam, with a depth of hold of 36 feet. She was constructed with seven watertight compartments and provided with compound engines, which were put in her about two years ago by Messrs. & Co., of Southampton. The Deutschland was 8,000 tons burden, was rated A1, and had ample accommodation for fifty saloon, 100 intermediate and about 600 steerage passengers.

Last winter she broke her screw in a storm which encountered her on her way from Bremen to this port, and had to put back to England, where, though disabled, she arrived safely. She was brig-rigged, was considered one of the company's best sea boats, and with a very comfortable ship. Her last outward voyage from this port was made last March, since when she has been laid up in Bremen for repairs. On that trip the Deutschland was commanded by Captain Ludwig, who has since left her to accept the appointment of Inspector of the Port at Bremen. She was a sister ship of the Weser and Union.

The wrecked steamer left Bremerhaven on Saturday, the 4th inst., commanded, it is stated at the agent's office, by Captain Edward Brückstein, formerly of the Rhein and Hansa, and ten or twelve years in the employment of this company. She was to have left Southampton last evening. Her value was estimated, before the recent repairs, at about \$250,000, which is a loss to the insurance fund of the company, who are their own insurers.

This is the third vessel lost by the North German Lloyd Steamship Company in eighteen years, and their first loss of life. The Union was lost during the year 1870 off the coast of Scotland, near Pentland Firth, and an extra steamer named the King William was stranded off the Dutch coast about three years ago, at a point nearly opposite the spot where the Deutschland is now supposed to be lying.

At present the company are running one steamer each week from New York, but they own thirteen, and use between here and Bremen, six for the New Orleans trade, and six more plying between Baltimore and Europe.

THE DANGEROUS SHOALS.

The course of German steamers clearing from Bremen for New York is as follows:—Westerly until the mouth of the Weser River is cleared, then southerly into the German Ocean, or North Sea. Making her way south, the vessel leaves the Texel on her port beam, and sails down the coast of Holland past Amsterdam, the Hague, Flushing and Ostend. Upon getting down almost abreast of Dunkirk a good deal of westing must be made in order to reach mid-water in the English Channel, between Dover and Calais. From the Straits of Dover the ship bound for

America coasts along the south of England, leaving on her starboard beam the principal landmarks of Beachy Head, Portland, the Lizard, Land's End, and finally, before bidding adieu to the shores of England, she passes the well remembered Scilly Isles, on the extreme west coast of Wales—a dangerous place, where the German steamer Schiller was lately totally wrecked. It will be seen that the Deutschland had a little to the south of Dover, but met her fate a little to the north and eastward of the mouth of the Thames. She, therefore, was at least twenty-five miles out of her course, to the westward, at the point where she struck the shoal.

THE GALLOPER.

It was at first thought that the Deutschland had struck the Galloper, which is a very dangerous shoal, having in some places not over eight feet at low water. It lies about thirty-two miles to the east and only six or eight miles north from the Kentish Knock. It extends five miles in a northeasterly and southwesterly direction, and is not more than a mile wide at the broadest part, which is near the middle. The depth of water over it is but from one and a quarter to two or three fathoms; and the sea commonly marks its situation by a broken ripple of the waters. To reach the Kentish Knock, or the Long Sand, the Deutschland must have run the gamut of the outer and inner Gabbards shoals, as well as the Galloper; all of which banks ought to have been left well to the west on her run for Dover Straits.

THE KENTISH KNOCK.

The force of wind and tide may have moved the ill-fated vessel from the Galloper, if she did at first strike there, and driven her on the Kentish Knock; and from that shoal it is not improbable that she may have drifted, wind and wave beaten, to the Long Sand, where yesterday's half-past seven P. M. telegrams, upon the authority of her captain, stated she then was. The Kentish Knock is a dangerous and extensive shoal, lying in a southwesterly and northeasterly direction. It is seven miles long and two miles broad; its northeast end bears from the Galloper light vessel west, three-quarters north, distant twelve miles, and from the Long Sand Head buoy, south by west, distant four and a half miles. Its southwest end bears south by west from the Galloper light vessel, being about sixteen miles distant, and fourteen miles in a northeasterly direction from North Foreland Light-house. A good part of this shoal is laid bare at low water, and the whole of it has a variable depth generally of from three to six feet of water. The Kentish light vessel is moored on the east side of the sand in eleven fathoms water, and exhibits a white light revolving every minute at an elevation of thirty-seven feet above sea level. The vessel is furnished with a double ball at her mast head, by which she may with certainty be distinguished under all circumstances during the day. She bears eleven miles in a southwesterly direction from the Galloper Lightship, and nineteen miles north-easterly from North Foreland Light-house. Close to the eastern side of the bank from five to nine fathoms of water are to be found, and the ground is generally soft and muddy. There is a passage two and a quarter miles wide between it and the Long Sand, but no vessel should attempt to run through it unless compelled to do so by stress of weather.

THE LONG SAND.

The Long Sand, where late telegrams last night said the Deutschland was then lying, runs out to the northward as far as 51 deg. 45' min. north, where it terminates in a point about three-quarters of a mile broad, and is covered by four and a half fathoms of water. This point, which is called the Long Sand Spit, bears about twelve miles northwest by west from the Galloper Lightship. Close to the eastward of the sand head five and six fathoms of water cover the shoal.

On her southward coast the North Sea has the first dangerous shoals which a vessel has to pass are the Outer and Inner Gabbards, with from three to nine fathoms water on the one and from four to nine on the other. Then comes the Galloper, with a water depth of from one and a quarter to five fathoms, and after this the Kentish Knock and the Long Sand, both lying toward the mouth of the Thames. The Kentish Knock and the Long Sand are separated by a three-mile channel, which has a depth of from nine to eleven fathoms of water. All these sands and shoals are marked in the accompanying map.

WHAT IS SAID ON A SISTER SHIP.

Last evening a HERALD reporter went on board the Bremen steamship America, lying at Hoboken, and belonging to the same company as the ill-fated Deutschland. The following is the statement of the first and second officers of the America, made in the absence of their captain. "We have always boasted in our line, like the Cunarders, of never losing a life or a letter, but lives have at last been sacrificed. Captain Brückstein, who commanded the Deutschland, was one of our senior captains, and a more careful and painstaking officer never trod a deck. He would never go to bed while any danger existed for his ship, and when in the neighborhood of shoals he was continually heaving the lead. If all shipmasters were as careful as he there would be fewer shipwrecks. August Lauenstein, the chief officer, is also one of the most careful officers."

BARON—What is your course after leaving Bremerhaven?

OVERVIEW—We steer along, after passing Texel Light, past the group of islands along the German coast, or, as we know it, "the southern shore of the North Sea." If the weather is clear we stand in at night, so that we can see the lights; if not, we keep higher up in the North Sea. We generally have fifteen or twenty fathoms under us till we enter the Straits of Dover.